

The Hong Kong Daily Press

No. 5501

五一零百五十五

日七月初六亥乙巳光

HONGKONG, FRIDAY, 6TH JULY, 1875.

五月

號九月七英 港季

PRICE \$2 PER MONTH.

Arrivals.

July 8, Yesso, British steamer, 559. Pan
iard, Foochow 4th July, Amoy 6th, and
Swatow 7th, General D. LAPRAIK &
Co.
July 8, Gloucester, British bark, 522. Vinc
ent, New Zealand 22nd May, General
Rozario & Co.

Clearances.

At THE HARBOUR MASTER'S OFFICE,
JULY SIXTH.
Charlotte Andrea, for Whampoa.
Sardinia, for Tientsin.
E. J. Spence, for Illovo.
Cavite, for Manila.
Monsoon, for Whampoa.

Departures.

July 8, BENEDICTA, for Foochow.
July 8, H.I.C.M. gunboat SHEN-CHI, for Can
ton.
July 8, DEVONHURST, sra., for Shanghai.
July 8, ERIC KING, sra., for Shanghai, &c.
July 8, KWANTUNG, sra., for East Coast.

Passengers.

ARRIVED.
For Yesso, sra., from Batavia.
Lion, British, 22. Messrs. Binger, Noord
Bastard, Novia, and Oost, 2 European and
20 Chinese deck.
For Glazier, from New Zealand—
1 Cabin and 207 Chinese.
DEPARTED.
For Ed. King, sra., for Shanghai—
Grey, G. and Kinnar, Kinnar.
For Kwangtung, sra., for East Coast—
For Amer.—Messrs. P. Dorabjee and A. L.
Yule, for Foochow. Mrs. and Miss Bal
dell, Messrs. Dummann and R. Murray.

Reports.

The British steamship *Yesso* reports left Foo
chow on 4th July, Amoy on the 6th, and Swatow on the 7th. Had moderate monsoon and fine weather throughout the passage. In Foo
chow, H.M.S. Hornet, sra., *Glenlyon*, *Glenlyon*
Udela, *Glengary*, *Sunderland*, and *Portsmouth*, Add
er, *Black Prince*. The British ship *Nyassa* left for London on 2nd Inst. In Amoy H.M.S. *Grampus*,
U.S. frigate *Pacific*, and Italian frigates; sirs.
Douglas Holling, and *Pearl*. In Swatow, the
stars. *Jeddo*, *Sakado*, and *Norina*.

The British bark *Glossop* reports left Port Chalmers on Saturday, 25th May at noon, with light winds, for the N.W. and finally hauled into N.E., continuing so until 28th May; then a few days light winds and calms were fallen in with, when the wind came away from the S.E. with very low glass, 29.20, which gradually increased to a hard gale lasting about 24 hours, ship scudding under lower topsails, behaving very well; from thence till 2nd June moderate variable winds, and a low glass, 28.37 S., and a low glass, 27.44 E., carrying to 2 S., when variables were fallen in with. Crossed the Line on the 14th, in long. 107.28 E. N.E. trades were not with, in lat. 4 N., and long. 16.1 E., and had fine fresh breeze throughout. Passed Ouanan Island on the 17th, and Tsinan (Ladrones) on the 23rd; from thence to the Bouyan Islands, whereafter Eddystone and S. were passed with good wind, and reached Amoy on 3rd July, after a long bright run from the Eward, containing so until abreast of Pratas Reefs, then S.W. mon
soon set in, carrying ship into port.

FUCHOW SHIPPING.
(From H. D. & C's Weekly Shipping Report.)
Pugoda anchorage, 3rd July.

ARRIVALS.
June 27th, sra., Fucco from Hongkong; 28th, Wm. Mans
son from Shanghai; 29th, sra., Tschibatchoff
from Hawick; E. M. Young from Hongkong; 30th, sra., Yesso from Hongkong; 31st, sra., Tschibatchoff.

DEPARTURES.
June 27th, sra., Douglas for Hongkong; 28th, J. H. Jessen for Colonies; Lixis for Tientsin; 30th, sra., Kwangtung from Hongkong; 2nd July, sra., Tschibatchoff for Madras; for Lon
don.

SAKHAI SHIPPING.

ARRIVALS.
July 25th, Linhai from Keeling; 26th, Lady Belgrave from Pakokku; 27th, Lothair from Syden.

DEPARTURES.
June 26th, sra., Glance for London, sra., Tar
tar for London; 28th, Parma for Cluio; 30th, James S. Stone for Nagasaki.

YOKOHAMA SHIPPING.

ARRIVALS.

June 24th, sra., Volga from Hongkong, sra., Nieuw Mart from Shanghai, Spirit of the Air
from Liverpool; 22nd, sra., Great Republic from
Hongkong, Anglais from Tsinan; 23rd, sra., Cos
sider Rion from Shanghai; Peter from Taku; 24th, sra., Malacca from Hongkong.

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AUCTION SALES TO-DAY.

LANE, CRAWFORD & CO.
At 11 a.m.—Revere-Anchors, &c.
At 12 noon—Steady Goods.

ED. CHASTEL,

WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET, NEWCASTLE.

Next to the "Daily Press" Office.

N.R.—Price Lists and Samples on application.
333 Hongkong, 16th June, 1875.

IMPERIAL FIRE INSURANCE COM
PANY.

THE Underwriters, Agents for the above
Company, are prepared to grant Policies
against Fire to the amount of \$20,000 per
annum. FIRST-CLASS RISK.

A BETTER OF TWENTY PER CENT. (20%)
will be made on the premium charged on all
insurances, such Rates being payable on the
issue of the Policy.

GIBB, LIVINGSTON & CO., Agents.

Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

Notices of Firms.

NOTICE
I HAVE this day established myself at this
Port as MERCHANT and GENERAL
COMMISSION AGENT under the style and
firm of MALCAMPO & CO.

JOAQUIM MALCAMPO & CO.
66 34th Avenue, 12th April, 1875.

NOTICE

M R. CHAS. G. BUNKER, Jr., has this
day been admitted a Partner in our
firm.

THOMSON & CO.
Pugoda Anchorage, Foochow,
June 6th, 1875. [See 880]

NOTICE

M R. HUGH SUTHERLAND has been
admitted a Partner in our firm at
Swatow, and Mr. H. J. CHARLES is
our firm at the 1st November, 1875.

JOHN FORSTED & CO.

3m 71, Foochow, 13th May, 1875.

NOTICE OF DISSOLUTION

THE Interest and Responsibility of Mr.
THOMAS WALLACE in our Firm at
Yokohama, and elsewhere in Japan, ceases by
mutual consent on the 3rd March, 1875.

LANE, CRAWFORD & CO.

3m 733 Yokohama, May 6th, 1875.

NOTICE

THE interest and responsibility of Mr.
THOMAS PICKERING Brown in our
firm, ceased on the 10th November, 1875.
ED. VINCENT & CO.

At 10 a.m., 18th October, 1875.

SUBSTANTIAL GRANITE GODOWNS

situated on the Praia East, Nos. 60, 61, &

63, and another No. 61. Rent moderate.

Apply to

TANG YUEN CHONG.

Near the right side of the Macau Temple,

Hollywood Road.

Im 689, Hongkong, 24th June, 1875.

NOTICE

SOME HOUSES ON PEDDAR'S HILL

No. 4, SEYMOUR TERRACE.

Apply to

DAVID SASSOON, SONS & CO.

413 Hongkong, 20th October, 1875.

NOTICE

WE have established ourselves as MER
CHANTS and COMMISSION AGENTS

at Hongkong, and in Formosa at
Takao and Taiwan, under the style of

WILLIAM HENRY TAYLOR & CO.

GEORGE MONTGOMERY THOMPSON.

6m 279 Hongkong, 17th February, 1875.

THE Undersigned has been appointed
an Agent at this Port for Messrs. HENRY
S. KING & CO., of London.

OFFICE—No. 8, Stanley Street.

W. H. NOTLEY.

Im 1829 Hongkong, 24th July, 1875.

NOTICE

THE CHINESE IMPERIAL GOVERNMENT
LOAN.

THE First Half-yearly Interest on the above
loan is due in Hongkong TO-DAY, and in London on the 10th August, at the Offices of the
HONGKONG AND SHANGHAI BANKING
CORPORATION.

Holders of Provisional Certificates, who de
sire their Warrants in Hongkong must
deposit their Certificates at the Office of the
Bank, and receive their Warrants in Hongkong
not later than the 1st August, and pay the interest
for the Interests due, 2% per cent., will be re
turned with the Certificate, or, if required, will
be given to the Undersigned, on payment of the
Interest, and the Undersigned will forward the
same to the Bank, and receive the Warrant in
Hongkong.

The Bonds to be exchanged for the Pro
visional Certificates, are not quite ready, but they
are expected shortly, and due notice will be
given when they come to hand.

By Order of the Council of Directors,

JAMES GREG, Esq., Chief Manager,

Hongkong—James Greg, Esq., Manager.

Shanghai—Ewan Cameron, Esq., London—Barbers—London and County Bank.

HONGKONG & SHANGHAI BANKING
CORPORATION.

PAID-UP CAPITAL, \$5,000,000 of Dollars
RESERVE FUND, 100,000 of Dollars.

Court of Directors:—

Chairman—A. ANDRE, Esq.

Deputy Chairman—W. H. FORSTER, Esq.

J. F. CORDE, Esq.

E. D. SASSOON, Esq.

Chief Manager—

Hongkong—James Greg, Esq., Manager.

Shanghai—Ewan Cameron, Esq., Manager.

London—Barbers—London and County Bank.

HONGKONG, INTEREST ALLOWED.

On Current Deposit Accounts at the rate of
1 per cent. per annum on the daily balance.

ON Fixed Deposits:—

For 3 months 2 per cent. per annum

6 5 6

12 10 15

18 15 20

24 20 25

30 25 30

36 30 36

42 35 42

48 40 48

54 45 54

60 50 60

66 55 66

72 60 72

78 65 78

84 70 84

90 75 90

96 80 96

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NOW READY.
THE CHRONICLE AND DIRECTORY
FOR 1875.

THIS Work, in the THIRTEENTH
year of its existence is
NOW READY FOR SALE.

It has been compiled and printed at the
Daily Press Office, as usual, from the best
and most authentic sources, and no pains
have been spared to make the work com-
plete in all respects.

In addition to the usual varied and
valuable information, the value of the
CHRONICLE AND DIRECTORY for 1875,
has been further augmented by the

CHROMOLITHOGRAPH

OF A
PLAN OF VICTORIA, HONGKONG;
THE
FOREIGN SETTLEMENTS OF
SHANGHAI.
A Chromo-Lithograph Plate of the
NEW CODE OF SIGNALS IN USE AT
THE PEAK:
also of

THE VARIOUS HOUSE FLAGS
(Designed expressly for the Work);
MAPS OF HONGKONG, JAPAN,

THE
SILK WORM DISTRICTS,
THE
ISLAND OF FORMOSA,
AND OF
THE COAST OF CHINA;
ALSO THE
NEW CODE OF CIVIL PROCEDURE—

HONG KONG;
besides other local information and statistics corrected to date of publication, tending
to make this Work in every way suitable
for Public, Municipal, and General Offices.

The "Directory" is published in two Forms,
Complete at \$5; or with the Lists of
Residents, Port Directories, Maps &c.
at \$3.

Orders for Copies may be sent to the Daily
Press Office, or to the following Agents—

Messrs. P. DA SILVA & Co.,
GARDNER & CAMPBELL,
Amoy; Wilson, Nichols & Co.,
Fuzhou; Wilson, Nichols & Co.,
Ningpo; Kelly & Co., Shanghai;
Shanghai;

Hankow and
Yangtze Ports
Changsha; Hengchun;
Neucheng; Tientsin and
Peking;

Nagasaki; The C. & J. Trading Co.,
Hiroo, Osaka; The C. & J. Trading Co.,
Yokohama; Messrs. Lane, Crawford & Co.,
Mr. D. Moss, Japan Gazette

Singapore; Messrs. Lovett & Co.,
Singapore; S. & T. O'Brien, London;
Mr. F. ALGAR, Clement's Lane,
Hongkong, 2nd January, 1875; Mr. F. ALGAR, Clement's Lane,
San Francisco; Mr. L. P. FISHER, 21, Mor-
chaus Exchange, New York; Messrs. S. M. PETTIGRUE & Co.,
37, Park Row.

The Daily Press

HONGKONG, JULY 9TH, 1875.

RECENTLY it has been pointed out in these columns that it is imperatively necessary, that the Chinese-owned steamers and steam launches should be properly surveyed, by competent Inspectors, at stated intervals. It is only surprising that the community has not before now been startled by some terrible accident, such as the blowing up of one of these craft, with the loss of every soul on board. These Chinese steam launches have hitherto been subject to no supervision, and passengers in them have always journeyed at imminent risk! Such a state of things surely needed amendment, and we have, again and again, urged the question upon the attention of the Authorities. It is, therefore, with great satisfaction, we hail the appearance of an Ordinance, to be called the Steam Launch Ordinance, which is designed to meet the evils complained of. It is set forth in the "Statement or Object and Reasons," that the motives for the Ordinance are that the steam launches now plying in the harbour are not subject to supervision, that a steam launch has been employed by its Chinese owners in carrying passengers to places beyond the Colony without supervision, and without any legal restrictions on the numbers carried, and that there is a probability that other small steam vessels will be similarly employed. Those reasons have long existed, and the matter has not been taken up by the Government, say, too soon. Now, however, there is a prospect of speedy provision being made to prevent accidents and regulate the traffic.

The provisions of the Ordinance seem to have been carefully framed. By the first of them it is enacted that the owner of any steam vessel of less than one hundred tons burthen desirous of obtaining a license to carry passengers for hire within the waters of the Colony, or to any place outside of the waters of the Colony, shall cause the said vessel to be surveyed by a Marine Surveyor and by an Engineer-Surveyor, both of whom shall be persons approved by the Government. The certificates of the Marine Surveyor must show that the vessel is fit for the service intended and in good condition; the number of passengers she is fit to carry; that the master possesses a certificate of competency from the Harbour Master of Hongkong; that provision is made for the shelter of deck passengers, and that two approved life-boats are on board; that the vessel carries boats equal to the accommodation of half the passengers and crew; that she is properly fitted with lights, anchors, and chains; and that the crew is sufficient for the requirements of the vessel. The Engineer Surveyor's certificate is to contain the following particulars:—"That the machinery and boiler of the vessel are sufficient for the service intended, and in good condition, and the safety valve is so constructed as to be out of the control of the engineer when the steam is up and is not loaded beyond the pressure permitted by the Engineer Surveyor's certificate." It must also state the time for which such machinery will be sufficient, and that the engineer of the vessel possesses a certificate of competency from the Harbour Master. These precautions will render travelling in steam launches somewhat more secure than heretofore, and will certainly help to check many abuses.

We are glad to note that at the meeting of the Legislative Council on Wednesday, it was thought that private launches should also be brought under the Ordinance. It is most advisable that all steam vessels should be subject to inspection. Many of these private boats are employed occasionally in conveying pleasure parties, and an exploded would on such an occasion have a very disastrous and fatal effect. As Mr. May remarked, too, all launches ought to be required at night to carry coloured lights. They dash about the harbour with great velocity and sometimes approach very close to passing and sailing boats without being seen. This danger should, whilst the Legislature is occupied with the question, be also fully provided against. No doubt it will. The Council seemed to be pretty well, of one mind on the point, and the Attorney-General readily promised to draft a section to meet the case before the next meeting. The Ordinance is, however, only a temporary measure, and will be in force probably not more than three months, it is proposed to embody its provisions in the consolidated Merchant Shipping Ordinance when that bill next comes before the Council. There is most undoubtedly urgent need for this measure. Because a wonderful immunity from explosions has so far been enjoyed—that is to say—until it will be continued. The launches plying between here and Kowloon City must surely require looking after at once. Few Europeans care to trust themselves on board these dangerous little craft, leaving well that any moment they may blow up. No; there has been too much delay already; it would be most imprudent if not culpably negligent, to postpone the operation of an Ordinance so long and so urgently called for. We trust, therefore, that the Ordinance will be passed at the next meeting of the Legislative Council, to which it has been postponed.

G. Evans, a fireman on board the steamship Scotland, was fined £2 at the Harbour Master's office yesterday for assaulting Thos. Brown, a boilermaker on board.

The Band of H.M.'s Royal Regiment will perform, this evening, the following programme:

Quick March— "Gravelle"; "The Queen"; "Overture"; "Marschall"; "Auber-Grand Selection"; "Louis le Tambourin"; "Dordic"; "Gavotte"; "Louis le Tambourin"; "Ode"; "Gavotte"; "Reminiscences of England"; "Gavotte"; "Valse"; "Mer Schuster Tigr in Berlin"; "Gavotte".

"See the Queen."

W. W. STYLING, Bandmaster.

A singular proof of the system of compensation for murder still existing in China, though so-called "Christianity" has been introduced. On the 1st of June, the Chinese constable No. 431, who had been beaten the year before, was again beaten, and the Chinese constable No. 432, who had been beaten the year before, was again beaten. The Chinese constable No. 433, who had been beaten the year before, was again beaten. The Chinese constable No. 434, who had been beaten the year before, was again beaten. The Chinese constable No. 435, who had been beaten the year before, was again beaten. The Chinese constable No. 436, who had been beaten the year before, was again beaten. The Chinese constable No. 437, who had been beaten the year before, was again beaten. The Chinese constable No. 438, who had been beaten the year before, was again beaten. The Chinese constable No. 439, who had been beaten the year before, was again beaten. 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COMMERCIAL INTELLIGENCE.

7TH JULY, EVENING.

New Patna, \$576 cash, 15 cheques sold, and 10 cheques cash; New Benares, \$562 cash, 5 cheques sold; Mysore, \$375 on credit, sales £1,000, 15 cheques sold; Madras, \$575, 15 cheques sold, about 25 cheques sold; Old Patna, \$615, quoted, New Benares \$652 cash, small sales.

EXCHANGE.

ON LONDON.—Bank Bills, on demand, £41.

Bank Bills, at 30 days sight, £41.

Bank Bills, at 6 months sight, £42.

Documentary Bills, £42.

7TH JULY, EVENING.

ON BOMBAY.—Bank, on demand, £26.

ON CALCUTTA.—Bank, on demand, £26.

ON SHANGHAI.—Bank, 30 days sight, £72.

Private, 30 days' sight, £72.

SHARKEE.

HONGKONG and SHANGHAI BANK SHARKEE, £23.

per cent. discount.

Union Insurance Society of Canton, new shares £50 per share premium.

China Traders' Insurance Company's Shares, £80 per share.

China and Japan Marine Insurance—The 30th

per cent. discount.

China Traders' Insurance Company—£100 per share.

China Fire Insurance Company's Shares, £80 per share.

China Fire Insurance Company's Shares—£135 per share.

Victoria Fire Insurance Company's Shares—£80 per share.

London and Westminster Dock Company's Shares—45 per cent. discount.

Bengal, Bihar, and Orissa Steam Navigation Co.'s Shares—12 per cent. discount.

Shanghai Steam Navigation Company—Tls. 50 per share.

Hongkong Gas Company's Shares—£75 per share.

Hongkong Hotel Company's Shares—£65 per cent. discount.

Calcutta Gas Company's Shares—£75 per cent. discount.

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Extracts.

THE SONG OF THE CAMP.

BY RAYARD TAYLOR.

[This poem is founded on a well-known incident in the Crimean war.]

"Give us a song," the soldiers cried;
The other trench rattling,
When the heated guns of the camp awoke
Grew weary of bombing.

The dark Redan, in silent sleep,
lay grim and threatening, under
And the tawny mouth of the Malakoff
No longer echoed its thunder.

There was a pause. The guardhouse said,
"We storm the fort tomorrow;
Sing well we may, another day
Will bring enough of sorrow."

They lay along the battery's side,
Below the smoking canon—
Dive hearts from Seven miles from Clyde,
And from the banks of Marathon.

They sang of love, and not of fame—
Forgot was Britain's glory;
Each recalled a different name,
But all sang "Annie Laurie."

Years after voices might up the song,
Unto a tender past;
How like an ocean, rich and strong—
Their battle o'er confusion.

Dear sir, her name has dared not speak;
Sounding in the soldier's cheek—
Washed off the stains of powder.

Then the drumming cease-hurried
The charge, the bayonet gleamed—
While the crimson valleys burned—
How English love remembers.

And when the bugle sounded—
Hailed on the British square,
With strain of shot and burst of shell
And hollowing of the mortars.

An Irish lad's eyes are dim,
For a single shrub and pony;
And English memory for him
Who sang of "Annie Laurie."

Ah! soldiers, true to your men,
Your truth and valor bearing;
The bravest are the tenderest—
The loving are the blindest!

BATHING IN THE GUADALQUIVIR.

"For the first time I stood on the banks of the fair-famed Guadaluquivir. Our bathing-place and our method were a surprise to me."

First we unsaddled our horses, put a ladder on them, and gladly they plunged into our bathing-place to enjoy the bath. I stood still to see the place. A magnificent view it was. A few miles in front, stretching farther than eye could reach, lay the serrated edges of the Sierra Morena. In the river-bed all was tortoise and green, and all along its peaceful banks and overhanging its waters, were the beautiful rose-pink cypresses, the illicet of the valley of well-beloved story. An old mill-house, with its clumsy wheel and a couple of pomegranates, shaded one corner of this part of the stream, and under their shade, sitting up to their shoulders in the water, on the jutting round boulders of which the bottom of the river is composed, were groups of Spanish ladies. Truly it was a pretty sight. They sat as though in chairs, clothed to the neck in bathing gowns of the quaintest colours—red, grey, yellow, and blue, and holding in one hand their umbrellas and with the other hand fanning themselves, they formed a most picturesque group. Just above them, we were fain to undress and turn back and we too, like them, sat down, on the boulder chairs (the river was not above 4 or 5 feet deep) and lazily allowed the fast-flowing yellow stream—it is full of iron and sulphur—to soothe our skin and nerves, and give strength and coolness. I thought the bathing magnificence was enough; but suddenly I heard shouts on the further bank, and a crowd of muleteers and males came down the rocky incline for their bather. At a moment two of the men were unseated, and men and mules struggling about in the yellow water. I narrowly escaped being struck with the front hoof of one of the foals. They like calves, sit in the pool current for one hour, and then slowly left the river and crawled up the bank. For ourselves—ladies and men—we spread our rugs (rugs) on the sandy bank, and slowly dressed. "Will you not be here once more this summer?" said I to a Spanish lady. "No indeed not," was the answer, "but have my bath up to the odd number." What her especial odd number was I know not; but all the Standards have a fixed number of baths beyond which they think it wrong to go; and in all cases it must be, they believe, for health's sake an odd number: "From 'Untrodden Spain,'" by H. J. Rose, M.A.

CELEBRATED TOMBS IN GLOUCESTERSHIRE CATHEDRAL.

But a trace to bisect, for the whole legendary history of Gloucester Cathedral centres itself round the tomb of Edward II., the murdered king. Now he doth no murder kings every day. Great architectural and grecian monuments have surrounded the tomb of this week, illustrated man to be one of the

finest sculptor-monuments in Great Britain, both for elegance and ingenuity of form and ingenuity of design. The special beauty is, that it is built for the cathedral, and blends with it in every part. It is a work (or, at least, two or three) it is a *chef-d'œuvre* of English fourteenth-century work, and is perhaps one of our finest and most perfect relics of medieval art. It is built in three stories, the solemn figure of the king resting on the lower one, and the other two consisting of pierced pinnacles. The face was probably modelled after death, for the expression is one of pain; the attitude is full of repose and dignity. Centuries have passed, and yet time has wrought little injury upon this mighty monument. The record of Edward III.'s love for his unhappy father is still almost perfect. All that has gone are the jewels in the collar round the forehead, the bottom of the sceptre, the cross on the globe which the king holds in his left hand, and the rays of the crown. There Edward lies, still, as on that September night when Malmesbury and Gourney stole from the castle room, scared and pale, and the castle still rang with the murdered man's shrieks. Dallaway attributes this monument to the sculptor of that of John of Eltham, at Westm. Abbey, which is of precisely the same date. The canopy resembles that over the glorious Scallop-tomb at Verona, and the monuments of Charles V. of France, and Jane de Bourbon, at St. Denis. Bayeux used to stand silent by this tomb, which Buckler says, is only equalled in design and execution by the Percy monument at Beverley. The white stags on the tomb are family badges of Edward, borne afterward, and even still more disgraced, by Richard II. They gave rise to a vulgar Gloucestershire tradition, that the murdered king was conveyed to his venerated grave in a chariot drawn by white stags. Another scarcely less interesting tomb is that of the wretched Robert Curthose, duke of Normandy. This most unhappy prince, put to death by his savage brother, Rufus, was originally buried in the centre of the choir, opposite the high altar, with a stone over him marked with a cross and an effigy of Irish oak. The coronal is composed of pearls, strawberries, leaves, and flowers—alternately. There is no helmet or crest. The curious in Norman, and so are the chain mail tunics and the wheel scours. The buff tunics are an invention. The sword belt, hilt, and girdle are Anglo-Saxon. This interesting figure was broken to pieces by the Puritan troopers, but repaired after the restoration by Sir Humphrey Tracy, of Slains. The coats of arms, which are a jumble of fleurs-de-lis, spread eagles, lions rampant, and living birds, seem to have been painted, says Mr. Postlewaite, in the reign of Henry IV., and they form a mixture of the arms of Franco and England.—*All the Year Round*.

HINT FOR A NON-BESIDENT BISHOP.

Gormans music is considered to address itself as much to the intellect as to the feelings, and in doing so, while it can and does express the strongest passion and the softest pathos, it is always passion and pathos under the sober restraint of reason, philosophy, and prudence. Thus Gormans music, in its great harmonies, is of all music the most musical; woman-like (as the highest music is most moral), calculated to move, to virtue, and to elevate to higher regions of thought and action. Italian music, in addressing itself largely to the senses and the emotions, has a tendency to be lascivious and wanton, to excite instead of to move, and to lead itself to unbridled licence and morbid subtleties of passion and feeling. In the case, however, of the music of Muzio Clementi and Cherubini, the earliest of the modern Italian composers, there is comparatively little of this distinctive general character to be found.—*Musical Composers and their Works.*

A NEW ANECDOTE OF THE MARTYR PRESIDENT.

Col. Lewis D. Campbell gave forth this anecdote.—He called upon President Lincoln during the war, and was kindly received with the question, "What can I do for you Lew?"—Informed of my wish to go with McLean to Port Lafayette, I said I desired him to give me a permit to do so.

"Is that all? Most certainly will I," and, picking up a blank card, he wrote on it in pencil, "Allow Colored: Low D. Campbell to enter Fort Lafayette, A. Lincoln." I read it, and, thanking him, said, "All right, Mr. President, so far as it goes, but I would much prefer to have you add one more."

Taking the card again and reading it aloud, he inquired, "What more do you think necessary?"—Placing it back on his desk, he added, "I'll add one more." Catching the idea, I stretched out his long legs, and leaning back in his chair he again laughed loud enough to be heard all over the room. After adding the words, which he said were very important in those days, he inquired, "Let us add one more, in the army?" You only did not mention that in the army?" he went to be there," I replied.

At last he said, "Very well, then, you are entitled to be there."—*True to the Martyr President.*

Dear sir, her name has dared not speak;

Sounding in the soldier's cheek—

Washed off the stains of powder.

Then the drumming cease-hurried

The charge, the bayonet gleamed—

While the crimson valleys burned—

How English love remembers.

And when the bugle sounded—

Hailed on the British square,

With strain of shot and burst of shell

And hollowing of the mortars.

An Irish lad's eyes are dim,

For a single shrub and pony;

And English memory for him

Who sang of "Annie Laurie."

Ah! soldiers, true to your men,

Your truth and valor bearing;

The bravest are the tenderest—

The loving are the blindest!

GERMAN MUSIC.

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INSHARCS.

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